MOBILITY

OR

ACCESSIBILITY
Alternative Mobility Solutions and Pedestrianization of Existing Urban Neighbourhoods

(AAPKI SADAK)

Project Team
Ashok B. Lall Architects
Aastha Chauhan
Innovative Transport Solutions
Oasis Design Incorporated
SGArchitects

SUPPORTED BY:
SHAKTI SUSTAINABLE ENERGY FOUNDATION

a community engagement led process with detailed surveys and technical design support to arrive at practical solutions
TRANSIT CONNECTIVITY IN DELHI

CWG STREET IMPROVEMENTS
CNG BASED PUBLIC TRANSPORT
DELHI METRO
BUS RAPID TRANSIT

...yet

Where is the enjoyment of the city?
Where is the improvement to social life?

TOO MANY RESOURCES?
TOO MUCH MONEY NEEDED?

Indian Infrastructure Report 2010-11 (Baindur & Kamath, 2009);

During the year (2010-11), the High Powered Expert Committee (HPEC) for urban infrastructure services estimated the total investment requirements for urban infrastructure, renewal, and redevelopment (including slums) at Rs 39,00,00,000 crore (at 2009–10 prices) during 2012–31. The largest share of this investment is required for urban roads (about 44 per cent)… Even the largest centre driven urban infrastructure programme, JNNURM, has not been able to contribute much towards meeting the investment requirements.

OR IS THE ANSWER MUCH
THE 'FIRST / LAST MILE' PROBLEM

Vehicular dependence
Unliveable neighbourhoods
Lack of pedestrian / NMT infrastructure
Universal access
Clutter & obstacles
Parking crisis
Micro level issues unaddressed

Figure 1
Actual Growth of Car Ownership in Delhi

Car per 100 Persons

Source: Das, et. al, Decision, Vol. 37, No.2, August, 2010

No motor vehicle parking on verge or footway

Source: pedestrianliberation.org
The site selected for the project is located within the urban precinct bounded on three sides by major vehicular roads (Outer Ring Road, Lal Bahadur Shastri Marg and Press Enclave Road). The fourth aspect is bounded by a congested internal road, Geetanjali Marg, running parallel to the Malviya Nagar Market. It is connected to the Transit system via the Malviya Nagar Metro Station in the south west corner and the BRTS corridor on the east.
According to official record, the area is mainly residential and represented as a single fabric with little complexity. However, even on an initial visual and physical analysis it is revealed that:

- Footpaths are too narrow, high, and or broken
- Not accessible to differently-abled persons
- No direct pedestrian or cycle access to important public transit nodes due to high speed traffic barriers
- Un-co-ordinated design of public utilities and poor maintenance leading to obstruction of pedestrian traffic (location of electric pillars, incorrectly placed fencing, flooding in subways etc.)
- Absence of certain NMT modes due to over congestion by personal automobiles
SURVEY & ANALYSIS

TOPOGRAPHIC SURVEY
TRAFFIC SURVEYS
PHOTOGRAPHIC SURVEY
USER SURVEYS
PARKING COUNTS

Analysis
Effective Right Of Way
Available Open Land & Potential
Traffic Flow Analysis
Public Transport Routes & Connectivity
User Survey Analysis
Activity Mapping Of Major Areas
COMMUNITY WORKSHOPS - Locations

9 Community Park in all:
• Shivalik A Block Park
• F Block Linear Park
• Hitesh Mehta Park
• Bhagat Singh Park
• Ravi Mehta Park
• Tikona Park
• RPS Apts. Park

Indoor Brainstorming:
• Gurudwara Babadeep Singh (Metro Links and F Block)
• N Block – Residence of Mr. R P Kakkar (Ward Committee and MN RWA issues addressed)
The chart highlights several local landmarks and lays them out left to right on the basis of their distance from the neighbourhood / typical resident. The chart was aimed at capturing data on which landmarks / locations are most frequented by residents and the degree of difficulty faced by them in accessing them on foot / by cycling in an engaging, fun format. It was particularly aimed at people who find maps confusing, so as to include everyone in the conversation.

Modal Choice Capture (MCC) – This chart was similar to the one used in T1 workshop, although focused on residents and their preferred mode of travel. It also captured who in the family preferred which means.
The junction to be refurbished with traffic calming and better crossing facilities to reach the most frequently visited DDA Park.

Refurbish the street section, provide segregated footpath with proper lights, as most used road by Shivalik residents of all age groups.

Identify & Create shorter routes to reach to the Metro Gate No.3

The route to reach Metro Gate No. 02 to be redesigned along with regulating the opening closing timings of society gate.

Refurbish Malviya Nagar street section, provide segregated footpath with proper lights, with proper on street parking to prevent encroachments.

The Gol Chakkar as bus terminal or parking needs to be given a thought.
### Linear Park - Shivalik

- Traffic on this narrow lane is actually mostly passing through, for Lado Sarai, Mehrauli, etc. Too much for this width
- People have vacated the ground floors due to traffic & congestion if front of houses
- Dedicated footpath is a must.

### A – Block - Shivalik

- Designated parking space elsewhere is demanded in order to free up walking space
- Tuition routes are dimly lit
- Walls / gates might be reconsidered

### F-Block - Malviya Nagar

- Access to Metro in front of Hauz Rani is not good. Improvement of existing link should be first priority.
- Development of further network of pedestrian and NMT (non-Metro) arteries
- Dedicated walking path is demanded!

### Hitesh Mehta Park – Malviya Nagar

- Chained Parking system is hurting pedestrians. Alternative system is demanded!
- Dedicated walking path is demanded
- Short cut to Metro through Hauz Rani feels dim and unsafe. Improvement critically needed.
- Bus services have to be reinstated and strengthened. Particularly for senior citizens.
- Road junctions need to be designed such that speeding cars are slowed down and it is easy to cross the road without going up and down.
- Children demand accessible, dedicated "ball game" and play areas
- Rickshaws or alternative feeder service to reach public transport in an affordable way demanded.

### Ravi Mehta Park – Malviya Nagar

- Designated parking space elsewhere is demanded in order to free up walking space.
- Dedicated walking path is demanded
- Encroachment of shops and shopkeepers parking in front of shops needs to be dealt with.
- Rickshaws or alternative feeder service to reach public transport in an affordable way demanded.
- Bus services have to be reinstated and strengthened. Particularly for senior citizens.
- Improvement of Main Market area for parking, walking and shopping is critical
- Hospitals in the area need better emergency access and critical idling / parking space
- Waterlogged areas need to be amended

### Tikona Park – Malviya Nagar

- Designated parking space elsewhere is demanded in order to free up walking space.
- Encroachment of shops and shopkeepers parking in front of shops needs to be dealt with.
- Rickshaws or alternative feeder service to reach public transport in an affordable way demanded.
- Bus services have to be reinstated and strengthened. Particularly for senior citizens.
- Improvement of Main Market area for parking, walking and shopping is critical
- Hospitals in the area need better emergency access and critical idling / parking space
- School hours need to be managed much better.
- Traffic coordination demanded

### RPS Apartments – Sheikh Sarai

- Access to public transport critically demanded.
- Dedicated walking path demanded
- School hours need to be managed much better. Traffic coordination demanded.
- Wine and Beer shop must be moved away in order for all neighbourhood residents to enjoy convenient access to the market.
- Improvement works by PWD are good, but blocking water and entrance gates. It should be better planned and some parking spaces should be retained.

### Community Workshops - Demands

- Dedicated footpath is a must.
- Designated parking space elsewhere is demanded in order to free up walking space
- Tuition routes are dimly lit
- Walls / gates might be reconsidered
- Chained Parking system is hurting pedestrians. Alternative system is demanded!
- Dedicated walking path is demanded!
- Short cut to Metro through Hauz Rani feels dim and unsafe. Improvement critically needed.
- Bus services have to be reinstated and strengthened. Particularly for senior citizens.
- Road junctions need to be designed such that speeding cars are slowed down and it is easy to cross the road without going up and down.
- Children demand accessible, dedicated "ball game" and play areas
- Rickshaws or alternative feeder service to reach public transport in an affordable way demanded.
- Park maintenance is a major issue
TASKS IDENTIFIED – Proposals Made
TASKS IDENTIFIED – Our Role

- Technical Support & Liaison – for residents
- Strategies for Testing & Piloting – for government
- Education & Advocacy – for all!!
TASKS IDENTIFIED – Our Role

• Technical Support & Liaison – for residents
• Strategies for Testing & Piloting – for government
• Education & Advocacy – for all!!

• Incorporation of recent UTTIPEC Parking Policy into implementation plan of AAPKI SADAK
• **Parking Benefit Districts (PBD)** might be applied to the PARKS STRETCH.
  Salient Features as per Policy are:
  • ULB is responsible for implementation: SDMC
  • Use of PPP recommended to arrive at viable solutions
  • Primarily on 'Mix-Use Spines'
  • Short term (upto 3 hrs) and Long Term (daily / monthly charging) parking zones.
  • Dynamic pricing to be adopted
  • **RWA participation** should be sought
  • Schools have to be made accountable
• **Off-street parking favored** to On-Street Parking
• **Public realm to be prioritised in favour of pedestrians**, commercial activity, vendors and IPT spaces
TEST the PBD model on the Parks Stretch
TASKS IDENTIFIED – Our Role

• Technical Support & Liaison – for residents
• Strategies for Testing & Piloting – for government
• Education & Advocacy – for all!!
MESSAGE

I am pleased to learn that Apna Sakad Project is being launched with an aim to make neighbourhood roads smooth & motorable.

When professional experts and citizens work together to propose practical solutions for improving their neighbourhood streets, our efforts are strengthened and we know your priorities. With your cooperative commitment as resident communities and your desire to lead the change we, as your government, will surely be able to do a more satisfactory job. This is the spirit of Bhagidari at work.

As our city continues to grow and develop, it faces new challenges. We have to find answers to the growing congestion of our streets, the renewed threat of air and noise pollution due to the needs of transportation, and growing sense of insecurity for our children, women and the elderly. We, at the policy and governmental level, are improving, expanding network and making it safer and more comfortable.

I would like to see that the Apna Sakad Project shows the way. Please count on my support for your success.

(Sheila DiKshit)

No. F.1(2)2013/UTTIPEC/422 D-110
Dated: 5.5.13

MINUTES OF THE 42ND UTTIPEC GOVERNING BODY MEETING, HELD ON 5.4.13 at 10.15 A.M. UNDER THE CHAI RMANSHIP OF THE HON’BLE LG. GOVERNOR OF DELHI.

3. Brief report on projects/proposals discussed in Working Group/MAG(Transport) Meetings

i) A conceptual proposal for First and Last Mile Connectivity project (Khirsiti Malviya Nagar: A Community Initiative).

- Shakti Sustainable Energy Foundation vide letter dated 1.2.2013 to UTTIPEC had mentioned that they are supporting project “Alternative Mobility Solutions and Pedestrianization in Existing Neighbourhoods” in the residential area stretching between Malviya Nagar metro station and the BRT Corridor. This project is being led by Ar. Ashok B. Lal with the partnership of innovative Transport Solutions, Oasis Design incorporated and Sandeep Gandhi Architects.
- This project has identified and provided solutions with conceptual proposal for retrofitting of roads, optimum use of parking spaces and circulation system to create safe movement corridors for pedestrians and NMTs in consultation with various stakeholders and community.
- However, the group proposes to engage with government and transportation system stakeholders so that the proposals are aligned with various policies and programmes of the Government.
- The conceptual proposal plan was presented in the meeting by Ar. Ashok Lal for consideration of the Governing Body.

Decision

- Hon’ble LG appreciated the initiative taken by Ar. Lal in association with other professional partners to showcase a community based Eco-Mobility project and also noted that the proposal has been discussed with the Commr of SDMC, the main stakeholder. Hon’ble LG desired that the project be further discussed with all stakeholders like SDMC, DDA, DMRC, PWD, Traffic Police and local residents/RWA’s in the concerned Working Group of UTTIPEC for finalisation and implementation of the first community based supported project.

Action – All Stakeholders, UTTIPEC

The meeting ended with vote of thanks to the Chair.

(Sign)
(Asok Bhattacharjee)
Director (Ex officio)
Member Secretary, UTTIPEC
THANK YOU
SURVEY & ANALYSIS

TOPOGRAPHIC SURVEY
TRAFFIC SURVEYS
PHOTOGRAPHIC SURVEYS
SURVEY & ANALYSIS

PARKING COUNTS
MALVIYA NAGAR METRO STATION

MAP OF MALVIYA NAGAR METRO STATION

1. Pedestrian Link in front of Hauz Rani
2. Link in front Metro Exit 02
3. Exit 03 for Residents of Shivalik & F-Block

PUBLIC TRANSPORT INTERCHANGE
एकीकृत सार्वजनिक परिवहन इंटरचेंज
Malviya Nagar’s Central Public Space!
मालवीय नगर का नया केंद्रीय सार्वजनिक स्थल

Shift unfavourable activities like bus terminus, auto repair shops, cranes, to a more favorable location.
वह टर्मिनल, अटू रिपायर शॉप, स्टूप, जैसी अभावपूर्ण गतिविधियों को अन्यत्र स्थान प्रदान किये जाने हेतु स्थानों में निर्वाह किया जाना चाहिए।

Retain the toilets, shops, eateries, temple, auto stand, and improve access to them.
शौचालय, दुकान, झील, मंदिर, गैस बंगले और स्टूप जैसी निर्माण संरचनाओं को स्थायी स्थान में रखें और उनके आसपास का पहुंच बढ़ायें।

"the road should be like one where there is some separate space for cars and separate space for cycles (to go between DBA park and home, shops, temples etc. because we can’t play in our neighborhood park, as people complained!"
"सड़क इस तरह होनी चाहिए कि वहाँ कुछ वाहनों के लिए विशेष स्थल और किकल्स के लिए अलग स्थल हो। हम अपने निर्माण संरचनाओं में खेल सकते हैं।"

Malviya Nagar Roundabout
मालवीय नगर गोल चक्कर
Create dedicated pedestrian paths
सड़क के किनारे
अभिहित पैदलपथ

Create separate rickshaw path
that does not interfere with
other traffic flow.
रिक्षा के लिए अभिहित रास्ते तैयार किये
जायेंगे, जिससे बाकी के ट्रूफिक को किसी
किस्म की असुरक्षा ना हो.

Organise area for
street vendors
सड़क पर रेषिएलों और
विक्रेताओं के लिए
अभिहित स्थान

"Because there is too much traffic on
the main road (Krishna Mandir – Shivalki
roundabout) we walk through internal
streets to our tuition centre near the
Gurudwara...but some parts are very
dirty along that route and only some
lights coming from a few houses, no
street lights.

" कुम्भा मंदिर-मोटब चब्बी सड़क पर दूर तरीके
ट्रूफिक होता है, हमें जाने के लिए अन्दर
सड़क के बाहरी गांव में ही जाता पड़ता है।
लेकिन यहां बहुत बिल्डिंग नहीं है और कोई
सड़क लाइट भी नहीं है, जिसके बाद में आगे से
कुछ रोज़मरी आती है। "

पार्क के किनारे
ALONG THE PARK
Efficient organisation of Auto, Rickshaw, and Vendor spaces, to create enjoyable, congestion-free Mandir area

Convenient & continuous pedestrian access to Mandir & shops

Organisation of parking space and shifting of unwanted cars for improved flow of traffic and pedestrian movement

Existing Situation

Proposed Situation

"the traffic on this road is ridiculous...to come from there (Krishna Mandir) to here (Bhagat Singh Park) it takes us ten minutes! Even in a car! the chaos particularly in front of Krishna Mandir is too much."

This road has a lot of traffic.

Krishna Mandir is too much traffic.

Krishna Mandir
Integrate government plan for Proposed Relief Road and make it pedestrian and cycle friendly

Create destination for enjoyment of “Green Lung” of city

Design of wider bridge for connecting to Chirag Dilli, rather than existing

“this area used to be much greener. Now it is only garbage. Also, the connecting bridge from the other side is too narrow and dangerous as bikes also cross over”

“पहाड़े यहाँ बहुत इमाइली होती थी। अब लिक्युड़ है। यह स्थान (चिराग दिल्ली) से जाने का पूजा महत्वपूर्ण प्रवास और सल्हाधार है। उसका लेगा मोटरसाइकिल कर उठा लेते हैं।”

Proposed Bridge and Landscaping